

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki)	Friday, Oct. 6, at 1 p.m.
Inland Sea (via Yokohama)	at 1 p.m.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, Oct. 17, at 1 p.m.
Port (via Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, Nov. 4, at 1 p.m.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA AND YOKOHAMA, TO-MORROW, the 6th October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Postages will be received at the office until 5 p.m., same day; all Parcel Postages should be marked to address in full; value of same is required.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China, and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, October 5, 1893. 1643

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 16th day of October, 1893, at 10 a.m., the Company's S.S. *PRINCESS* Captain D. HODGKINS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Nagasaki and Genoa.

Shipping Orders will be granted until Noon, on Saturday, the 14th October. Cargo and Specie will be received on board until Noon on Monday, the 16th Oct., and Parcels will be received at the Agency's Office until Noon on Sunday, the 15th Oct. Contents of Packages are required. No Parcel Postages will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Lian can be washed on board.

For further Particulars, apply to MELOHERS & Co., Agents.

Hongkong, September 22, 1893. 1650

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION.)

Mogul	Thursday Oct. 19, at 10 a.m.
Victoria	Thursday Nov. 9, at 10 a.m.
Tacoma	Tuesday Dec. 12, at 10 a.m.
Mogul	Tuesday Jan. 2/94, at 10 a.m.
Victoria	Tuesday Jan. 23/94, at 10 a.m.

THE Steamship *MOGUL*, Captain GORDON, sailing at Noon, on THURSDAY, the 19th October, will proceed to VICTORIA, B.C., and TACOMA and SHANGHAI, KOBÉ and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARROLL & Co., Agents.

Hongkong, September 22, 1893. 1698

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROHILLA*, Captain W. J. NANTZ, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with S.S. *HIMALAYA*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 4th NOVEMBER, 1893), on THURSDAY, the 12th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

at S. N. Co.'s Office, Hongkong, September 28, 1893. 1685

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEEN, SUZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO, PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 18th October, 1893, at Noon, the Company's S.S. *OCEANIC*, Commandant SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted to transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 17th October, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, October 4, 1893. 1717

To Let.

TO LET. With Immediate Possession. ONE GODOWN, No. 117, PRINCE STREET, at Bowring.

Apply to DORAJEE NOWROJEE, Victoria Hotel.

Hongkong, July 25, 1893. 1712

TO LET.

TO LET. 'BANGOUR,' THE PRINCE-FURNISHED. 'THE WILDERNESS,' CAINE ROAD. 'NORMAN COTTAGE,' ROBINSON ROAD.

No. 2 and 3, CHANCERY LANE. No. 5, WYNDHAM STREET. FLOORS in ELGIN BUILDING. FLOORS in ELGIN STREET. FLOORS in No. 5, SHELLEY STREET.

No. 14, KNUTSFORD TERRACE, KOWLOON. Nos. 11 and 12, COOMBE ROYAL, MAGAZINE CAMP-FURNISHED.

OFFICES. FIRST AND SECOND FLOORS No. 4, Queen's Road Central, over the Bank of China, JAPAN & STRAITS, LTD.

PRINCE CENTRAL, over Messrs. DOUGLAS LAPELLE & Co.'s.

GODOWNS. BLUE BUILDINGS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, September 30, 1893. 1538

TO LET.

TO LET. NOS. 2, 7, 11 and 12, SKEWTON TERRACE. THIRD FLOOR in No. 6, QUEEN'S ROAD. ROOMS in COLLEGE CHAMBERS. OFFICES in VICTORIA BUILDINGS.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, September 19, 1893. 985

TO LET.

TO LET. NO. 2, PEDDER'S STREET, next to the Post Office—suitable for OFFICES or CHAMBERS.

Apply to G. C. ANDERSON, 13, PRINCE CENTRAL.

Hongkong, March 1, 1893. 390

To Let.

TO LET. OFFICES and GODOWNS in 'BANK BUILDINGS,' QUEEN'S ROAD, Nos. 16 to 20, lately occupied by Messrs. DODWELL, CARROLL & Co.

'HOUSE,' No. 6, ICE HOUSE STREET, now occupied by Messrs. GIBB, LIVINGSTON & Co.

HOUSES at 'BELLIOS TERRACE,' Robinson Road. HOUSE, No. 1, DUNDRELL STREET, or in Flats. GODOWNS in DUNDRELL STREET. ROOMS in 'BEAUFIELD ACADEMY' SHOP, No. 24, QUEEN'S ROAD, opposite Hongkong Hotel.

HOUSE, No. 21, SHELLEY STREET. BUNGALOW 'DELMAR,' Yow-ma-lai, ROOMS on Top Floor of No. 16, ICE HOUSE STREET, above the 'City Club.'

Apply to BELLIOS & Co. Hongkong, September 29, 1893. 1637

AT THE PEAK.

TO LET. MOUNT KELLETT. ONE COMMODOUS HOUSE.

Apply to BELLIOS & Co. Hongkong, September 29, 1893. 1683

TO LET.

TO LET. NO. 3, WEST TERRACE. Apply to G. C. ANDERSON, 13, PRINCE CENTRAL.

Hongkong, May 31, 1893. 979

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP will be Shot for on SATURDAY, the 7th Inst., at Ranges, 700 and 800 yards. Time, 3 p.m.

ED. ROBINSON, Hon. Secretary.

Hongkong, October 5, 1893. 1722

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. The Co.'s Steamship *Hailong*, Captain *Boaz*, will be despatched for the above Port TO-MORROW, the 6th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPELLE & Co., General Managers.

Hongkong, October 5, 1893. 1719

FOR SHANGHAI.

The Steamship *Ningpo*, Capt. T. LEHMANN, will be despatched for the above Port TO-MORROW, the 6th Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to SIRMSEN & Co.

Hongkong, October 5, 1893. 1699

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT.) (Taking Cargo & Passengers at through rates for NINGPO, COLOMBO, TIENTSIN, NEWCHANG, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Canlon*, Captain *Seah*, will be despatched as above TO-MORROW, the 6th Instant, at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, October 5, 1893. 1713

FOR SHANGHAI AND TIENTSIN.

The Steamship *Feiching*, Captain *Warren*, will be despatched as above on SATURDAY, the 7th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, October 5, 1893. 1723

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship *Zofra*, Captain *COBURN*, will be despatched for the above Ports on SATURDAY, the 7th Instant, at 6 a.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, October 5, 1893. 1718

FOR YOKOHAMA AND HIOGO.

The Steamship *Nyobe*, Capt. E. G. PRAFF, will be despatched for the above Ports on MONDAY, the 9th Instant, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIRMSEN & Co., Agents.

Hongkong, October 5, 1893. 1725

NAVIGAZIONE GENERALE ITALIANA (FIORIO & ROBERTO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY. Having connection with Company's Mail Steamers to ADEEN, SUZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), GENOA, & all MEDITERRANEAN, ADRIATIC, IONIAN and SOUTHERN AFRICAN PORTS, up to GALLA. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Steamship *Giara*, F. SORDI, Master, will be despatched as above on WEDNESDAY, the 11th Inst., at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.

Hongkong, October 5, 1893. 1720

To-day's Advertisements.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE.

DURING my Temporary Absence Mr. E. A. HEWETT will be in Charge of the Company's Business at this Port.

R. H. JOSEPH, Superintendent.

Hongkong, October 4, 1893. 1724

TO BE LET, With Immediate Possession, the New and Well built Six ROOMED HOUSES, Nos. 18 and 20, CAINE ROAD. Gas and Water laid on. Rent moderate.

For further Particulars, apply to THE REV. J. B. MARTINET, General Provisioner, CAINE ROAD.

Hongkong, October 5, 1893. 1726

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Nyobe*, Captain E. G. PRAFF, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 12th instant will be subject to re-shipment.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Inst., at 4 p.m. No Fire Insurance has been effected.

SEIRMSEN & Co., Agents.

Hongkong, October 5, 1893. 1721

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely pure. Steam Plant of the latest and most powerful type. Supervision.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

Dakin, Cruickshank & Company, Ltd.

VICTORIA DISPENSARY. 673

SHIPPING.

ARRIVALS.

October 5.—

Elizabeth, German barque, 400, Alster, Captain *Seah*, from 20, Bona.

Lokang, British steamer, 978, N. Moncur, from 20, Coal.—JARDINE, MATHESON & Co.

Fookang, British steamer, 991, S. Wilda, from 20, General.—JARDINE, MATHESON & Co.

Haitan, British steamer, 1,182, F. D. Goddard, from 20, General.—DOUGLAS LAPELLE & Co.

Swatow, 4, General.—DOUGLAS LAPELLE & Co.

Feiching, British steamer, 835, J. Jenkins, from 20, General.—JARDINE, MATHESON & Co.

Nyobe, German steamer, 1,698, F. P. Praff, from 20, General.—SIRMSEN & Co.

Canlon, British steamer, 1,188, J. L. Parfitt, from 20, General.—JARDINE, MATHESON & Co.

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No. 9466, October 8, 1897

The magistrate observed that the competition was a lottery, a matter of chance, and not of skill.

Sir Albert Woods, Garter Principal King of Arms, went to Windsor Castle on the 1st inst., and removed the banners and insignia of the late Duke of Sutherland and Earl of Derby, the deceased Knights of the Garter, from the choir of St. George's Chapel, the high altar, and the altar of the Duke of Devonshire, the Duke of Abercorn, and the Earl of Rosebery were hung in the chapel, and Norman-French inscriptions, with the names and titles of the newly-created Campansons, were affixed to their stalls.

Thirty-three cyclists took part in the Bath Road Club's 100 mile race on 22nd inst., on an out-and-home course on the North-road. The Challenge Cup has to be won twice by a member of the club and the prize is a non-member.

The present occasion the chance of the previous winner, C. A. Smith, like that of several other competitors, was spoiled by tyre punctures. In the end S. F. Edge, of the Surrey B.C., won on a rear-driving safety, doing the 100 miles in 5h. 24min. 57sec., which makes a new record.

The Car attended at the foundation of the naval port of Lubeck, in the Baltic, and the Imperial order of the day, published on this occasion, has been commented upon in the German Press. It is interpreted in a sense that as the new port is not located in the Baltic, the fleet can leave it whenever it pleases to command the Baltic Sea. Hence the port has an offensive value against Germany. The creation of a Russian fleet in the Mediterranean, in connection with the tendency of increasing its maritime power, is also commented upon. It is only natural that public opinion should now gradually be drawn to accept of Russia's increasing naval preparations.

At length the sad case of the Mediterranean Fleet is to receive serious attention. The *Indefatigable*, the *Edinburgh*, and the *Colebrook* have or are to come home, and their places are to be taken respectively by the *Stemmen*, the *Rodney*, and the *Empress of India*. These alterations involve a move in the right direction, but it is at least in 1899 we decided to build twenty-nine second-class cruisers, and although nearly all of these are now ready and are excellent vessels, not a single one of them has been sent to the Mediterranean. Why is it that the fleet of our battleships there is still to be kept down to ten only? It ought to be raised to fifteen at least.

The plant, tools, household, and leasehold premises on the Thames of Messrs. Samuda Bros. are being sold by auction, and what was once a famous shipyard, and which supplied all the services of the world with ships, will in a few days have ceased to exist. Samuda Bros. built the first British ironclad cruiser ship, many mortar boats, the troopship *Tamwar*, many Spanish, Turkish, Persian, and other steamships, and the *Colossus*, the *Maestri*, and other boats for that line, also the famous *Medea* of Kent, *Albert Edward*, *Leinster*, *Arcturion*, *Deutschland*, and *Prinzess Alice*, a large German frigate. Samuda built many war ships for the Chinese and Japanese Governments.

WEATHER NOTICE.

The following notice has been issued from the Observatory:—On the 8th at 10.45 a.m. there is a depression in the China Sea with strong N.E. winds and high sea to the North of it. Barometer rising. Weather fair to showery and squally.

THE TYPHOON.

GAP LIGHT DAMAGED.

Captain Parfitt, of the P. & O. mail steamer *Clyde*, which arrived this morning from Singapore, reports having seen a boat awash at the Gap Light, presumably in answer to signals from the light-house-keepers. The light has been damaged by the typhoon of the 2nd inst., and the keepers require water and provisions. As the telegraph cable from the boat to Hongkong has been damaged for several days, it was impossible to inform in what condition the typhoon had left the light-house.

The steamer *Whampoa* arrived from Bangkok to-day in a very bad state. When she reached the harbour she had a very heavy list, and the anchor was blown out of the port. Her steering gear was smashed, and a makeshift arrangement had to be rigged up in order to steer her to port. She has sustained other damage. In the course of the day she was towed to the dock by the tug *Star*. The following report has been sent us by Captain Dawson:—"From 28th September had moderate S.W. winds and fine weather. On 1st October had N. and N.W. winds, increasing in force, with a heavy rain. On 2nd October, and experienced a strong N.W. gale, with squalls of hurricane force, rain before the wind to S.E., E., and N.E. Heavy swell till arrival."

The German barque *Orient* reports: Experienced a typhoon in 19 deg. North, and 118 deg. E. From 30th Sept. to 3rd October, North and N.N.E. wind. On the 1st October, broke the head of rudder and rudder carried away; also some sails.

A PIONIC AND ITS SEQUEL.

TO-DAY'S PROCEEDINGS.

The case in which Mr. H. W. Fraser, Mr. W. M. Wood, and Mr. J. A. E. Chaggett are charged with assaulting the Chinese master of the launch *Rising Star* was continued before the Magistrate's Court this afternoon.

Mr. E. L. Donny prosecuted, and Mr. Phillips defended the accused.

Mr. Phillips—Before beginning the case I have to ask you to allow Mr. Fraser to sit down. He is ill, and has been standing so long yesterday he was completely prostrated.

His Worship—Certainly.

Mr. Donny—I have no objection to all of them sitting down.

Mr. Phillips—I don't think there would be any objection to the whole of the defence sitting down.

His Worship—I cannot make any distinction.

Mr. Phillips—I know what your Worship means, but it does not make any difference whether a man stands up or sits down at his trial. I am a chief engineer of the *Rising Star*. I remember our returning at 9.30 p.m. on Saturday, 23rd September, from Capetown. I was receiving my orders from Cheong Yau by the bell. We were going along the bell ring "full-speed." We went full speed till 10.50, when the bell sounded for "slow down" and then to "full-speed." I heard a noise on deck about 10.45. In consequence, I went on deck.

What noise was it?—I heard some talk between the steerman and some one about the speed.

Q—Was it a European or Chinaman who spoke the steerman?—A European.

Q—What did you see when you went on deck?—Three Europeans had hold of the steerman. One held him by the collar, and one by the breast of the jacket, and one by the arm.

Q—Then what happened?—I saw the steerman pushed towards the seats where the second class passengers usually sit. I went up to separate the parties. Two of the Europeans who had hold of the steerman pushed me towards the stern of the vessel to where they were.

Q—And then?—Then I saw five Europeans holding the complainant. They carried him forward.

Q—Did you go forward?—I attempted, but was prevented.

Q—What became of the wheel?—A Chinese sailor on board took charge of it. As I was prevented from going forward I went below again.

Q—Was there any whistling?—Yes; four blasts twice. We got to Pedder's Wharf. I saw the master lying on the deck; he appeared to be speechless. I called the European constable on the wheel.

Q—How and where was he lying?—Right forward in the bow. He was crouched in a lump, motionless and speechless. The constable came on board, also Mr. Farquhar. We carried to Victoria Hotel. The complainant was carried on a piece of board to the Hotel.

Q—Before starting for Hongkong did you see the complainant?—Yes.

Q—What condition was he in as regards speech?—He was speechless.

Mr. Phillips said the question was too direct.

Mr. Donny—Well, what condition was the complainant in?—He was all right. Cross-examined—Dinner was finished on board about 9.15. I was in the engine room, but went on deck from time to time. I was below from 10 to 11. When I heard the noise I went up to hear what was going on. I saw the five Europeans. When I came up the engine room was going at full speed.

Q—Who did you leave below in charge?—The steerman. When I came up I did not see any one but the complainant. I did not see what was done forward. I did not know then, but I have since heard he was not holding it with his fingers. There were several Europeans surrounding him. I saw the Europeans had hold of him and pressed him down—three in all. I cannot swear the Europeans were.

Q—Do you remember a European taking the wheel?—Yes, when we were coming up to the wharf, close by the Douglas buoy.

Q—Not before that?—No.

Q—Do you remember the European?—I did not know him, but I have since heard he was the Superintendent of the Canadian Pacific Railway Co.

Q—Did he say you were very obedient?—Yes; I obeyed his orders. He told me to rig the bell. When he told me to do so, I obeyed him. I did not know he was capable or not. He took charge of the wheel.

Q—Does A. Chon steer very well?—Not very well—he's a sailor.

Q—He steers close shares of sampan?—He does not—I did not know of any.

Q—Take yourself back to 10.45. Do you remember when the complainant rang the bell for going slow?—Yes.

Q—What time was that?—A little after 9.30.

Q—Was that shortly after you heard the struggling on deck?—No. It was 10.45 when I heard the noise on deck.

Q—During the time the row was going on did not the complainant shout to you to stop?—No.

Q—Did you hear complainant saying anything during the row?—Yes; when I got on deck, I heard him ring out "Why do you beat me?"

Q—Where were the lookers at the time?—One was near the wheel; one near the stern.

Q—Did they come up when he shouted?—I did not see them go up.

Q—Why was Cheong Yau kicking up such a row?—I did not hear him kicking up a row. When he was beaten he sang out "I was not fighting. He was striking to get me."

Q—Did you see any one knocking him down?—No; I saw him pushed down.

Q—What was he doing to be pushed down?—I don't know.

Q—Don't you think he must have been doing something to be pushed down?—I cannot say. He was carried bodily forward.

Q—Do you swear five persons lifted him and carried him forward?—Yes.

Q—If Cheong Yau says they pushed him forward would he be telling a lie?—I don't know what he said, but I saw him carried forward.

Q—Can you swear as to who took him forward?—No. It was very dark. I could see three or four yards away. It was impossible to see right forward. The lights were all blown out.

Q—After Cheong Yau was carried forward did you see him sitting in the bow?—I did not see him sit down forward.

Several Europeans were crowding round him. I was prevented from going forward. I do not remember the steerman of the Hotel coming on board?—Yes; at 10 minutes past 12.

Q—Had you gone and told him what had happened?—Yes.

Q—What did you tell him?—I did not go myself; I sent the sailor.

Q—So you were telling an untruth when you said you were telling Mr. Fraser?—I did not say so. Mr. Fraser came on board; the two constables followed.

Q—When you got to the Hotel what did the four men do together?—Mr. Fraser and the constables walked ashore.

Q—Did you hear Cheong Yau speak to Mr. Fraser or the constables?—No. He did not speak.

Q—Was he incoherent?—Yes.

Q—You saw him in the bow?—Yes; he was incoherent. I did not see two gentlemen sitting beside him there.

His Worship—Certainly.

Mr. Donny—I have no objection to all of them sitting down.

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Q—Why did you blow the whistle for the police?—I don't know. I believe the police must have known from the fact that they would bring the police and sound the whistle to bring them.

Q—Why should he want the police?—I don't know.

Q—Before he took the wheel where was A. Chon?—Standing at the starboard side. He had hold of the wheel then.

By His Worship—How was complainant sitting in the bow when the launch got to Pedder's Wharf?—He was crouched on his side. He looked as if he were a shrimp. There was a stanchion near him. He was leaning against the gunwale of the launch.

Q—Was complainant sober at 9.30 that night?—Quite sober; in fact, he had not been drinking.

Have you ever seen him drunk?—No; neither on board nor on shore.

Q—How many of a crew have you?—Seven in all.

Q—Did you make any noise about complainant being taken?—No.

Q—You hear any of your folks call out?—No; they dare not.

W. Farmer, manager, Victoria Hotel, stated—The complainant is master of the *Rising Star*. On Saturday, 23rd Sept., she was hired for a night by Mr. Fraser, of the *Victoria Hotel* and Shanghai Bank (the first defendant). About 11.40 that night the No. 2 man of the launch came to the Victoria Hotel and spoke to me. In consequence of what he told me I called Mr. Fraser's Wharf. The launch was along-side.

Q—Were any of the defendants on the wharf or launch?—Mr. Fraser was the only one of the three I can remember as being on the wharf. The other two were on board, and new complainant lying in the bow of the launch. I raised him up, and sat him in a chair.

Q—What condition was he in?—He was apparently incoherent. He was incoherent, and he did not hold in the chair.

Q—So far as you could judge did he appear to be in pain?—I examined his body and could find nothing broken. I felt two men with him, and went on to the wharf and spoke to Mr. Fraser.

Q—Tell us as near as possible what you said. When I went on the wharf Mr. Wright said "Oh, here is Mr. Fraser. We will tell him all about it." Mr. Wright, Mr. Fraser, and I then went to the launch. Mr. Fraser said he was not holding it with his fingers. There were several Europeans surrounding him. I saw the Europeans had hold of him and pressed him down—three in all. I cannot swear the Europeans were.

Q—Do you remember a European taking the wheel?—Yes, when we were coming up to the wharf, close by the Douglas buoy.

Q—Not before that?—No.

Q—Do you remember the European?—I did not know him, but I have since heard he was the Superintendent of the Canadian Pacific Railway Co.

Q—Did he say you were very obedient?—Yes; I obeyed his orders. He told me to rig the bell. When he told me to do so, I obeyed him. I did not know he was capable or not. He took charge of the wheel.

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Q—What time was that?—A little after 9.30.

Q—Was that shortly after you heard the struggling on deck?—No. It was 10.45 when I heard the noise on deck.

Q—During the time the row was going on did not the complainant shout to you to stop?—No.

Q—Did you hear complainant saying anything during the row?—Yes; when I got on deck, I heard him ring out "Why do you beat me?"

Q—Where were the lookers at the time?—One was near the wheel; one near the stern.

Q—Did they come up when he shouted?—I did not see them go up.

Q—Why was Cheong Yau kicking up such a row?—I did not hear him kicking up a row. When he was beaten he sang out "I was not fighting. He was striking to get me."

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Q—What was he doing to be pushed down?—I don't know.

Q—Don't you think he must have been doing something to be pushed down?—I cannot say. He was carried bodily forward.

Q—Do you swear five persons lifted him and carried him forward?—Yes.

Q—If Cheong Yau says they pushed him forward would he be telling a lie?—I don't know what he said, but I saw him carried forward.

Q—Can you swear as to who took him forward?—No. It was very dark. I could see three or four yards away. It was impossible to see right forward. The lights were all blown out.

Q—After Cheong Yau was carried forward did you see him sitting in the bow?—I did not see him sit down forward.

Several Europeans were crowding round him. I was prevented from going forward. I do not remember the steerman of the Hotel coming on board?—Yes; at 10 minutes past 12.

Q—Had you gone and told him what had happened?—Yes.

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Q—What did you tell him?—I did not go myself; I sent the sailor.

Q—So you were telling an untruth when you said you were telling Mr. Fraser?—I did not say so. Mr. Fraser came on board; the two constables followed.

Q—When you got to the Hotel what did the four men do together?—Mr. Fraser and the constables walked ashore.

Q—Did you hear Cheong Yau speak to Mr. Fraser or the constables?—No. He did not speak.

Q—Was he incoherent?—Yes.

Q—You saw him in the bow?—Yes; he was incoherent. I did not see two gentlemen sitting beside him there.

His Worship—Certainly.

Mr. Donny—I have

